

**Date | Time:** October 1, 2008  
**Chair:** Evan Brown  
**Recorder:** Ann Boyd  
**Location:** Seattle City Hall, L204

**Distribution:**

**MEMBERS PRESENT**

- Evan Brown
- Sean Cryan
- Jeff Frkonja
- Ann Boyd
- John Beaulaurier
- Blake Trask
- Lindsay Pesheck
- Deborah Kuznitz
- Craig Benjamin

**MEMBERS ABSENT**

- Sean Ardussi
- Ryan Dean

**OTHER GUESTS**

- Monica DeWald, SDOT
- Pete Lagerwey, SDOT
- Michael Snyder
- Gary Yugue
- Gina Coffman, SDOT

**WELCOME & INTRODUCTIONS**

- Evan calls meeting to order 6:02

**APPROVAL OF MINUTES**

- Approval of August and September minutes

**INFORMATION & NEWS**

- Public Comment
  - Seattle Likes Bikes (Michael Snyder) certification class
    - Drivers Ed for bicycles
  - Become a certified instructor - \$200
  - Looking for people
  - Google maps implementation for self-reporting bike crashes
    - Looking for folks interested in providing input
  - Concerns about sharrow placement, esp. on 45<sup>th</sup>
    - **Sharrows play peekaboo, move in and out**

- Let him know about issues folks want in Cascade Courier
- Gary Yague
  - Took pictures of sharrows on 45<sup>th</sup>
  - Also posts pictures of dangerous
  - Inconsistent placement of sharrows is a concern
  - Do folks know what sharrows mean?
  - City says “sharrows do not tell you where to ride”
  - A badly placed sharrow will have a deadly affect
- Confirmation of new members yesterday was successful
- Stephanie Brown SDOT
  - Mercer Way project, Dexter to Elliott
  - Conceptual design phase
  - 2 way Roy and Mercer the full distance, currently part is one-way
  - Completion date 2012
  - Elliott Ave intersection improvements at West Mercer Pl, including adding sidewalk on W Mercer PL
  - At Queen Anne & 1<sup>st</sup> Ave, currently one-way – make all streets around block 2 way
    - Puts bus stops on the same road
    - BRT will come thru
  - 5 lanes on mercer, no bike infrastructure
  - Roy, bike lane in both directions, remove parking
  - Intersection with Alaska Way viaduct project at the East end of Mercer
    - Add surface intersections on Aurora
    - If lelevated option, underpass at Republican, grade separated bike path
  - 6<sup>th</sup> ave will context to Mercer
  - SBAB – Will there be bike lane on W Mercer PL?, SB – no plan. Sidewalk only. Freight uses the route.
  - SBAB – Can you widen W Mercer? SB – hillside/slope stability may prevent.
  - SBAB – East Roy – will there be bike/ped overpass? SB – there is talk of this. There is interest.
  - SBAB – What’s the connection between Roy and the proposed Valley bikelanes? SB – Yes, driveway will be made into trad. Road with bike lane.
  - SBAB – Is Queen Anne Ave 2 way all the way to Denny? SB – not as part of this project, but there is interest as part of BRT.
  - SBAB – What happens at the west end of Roy where Bike lanes end? SB – turn to Mercer or go through neighborhood (no striped lanes) JF – gilman is a better connection to Elliot. Concern is that folks going to/from Ballard do not have a good connection to this part of Queen Anne.
  - JB – Do you know the timing of the Thomas St Overpass? PL – construction could start in 2010.
  - Guest – From Queen Anne area, would never take the incline on Mercer PL. Is there a better connection, i.e. less of an incline to get to the same location? SB – I’m PM for the corridor looking out for all users (cars, bike, ped, freight). Improvements outside the project area is beyond her scope.
  - BT – What is the best way for SBAB to interface with DOT? SB – I’m here to present, I’ll be back with channelization plans. We will discuss at that point. Detailed input can be included at that point. BT – in the interim, there is not much to do. Should we meet outside this meeting or here? SB – Options – Mercer Corridor group, broken into subcommittees. SBAB can send someone to there. Or she can come here.

- EB – Does Complete Streets apply here? PL – no. CS applies to street being worked on at the time. This project adds bike lanes to a 2-way Roy will be huge improvement. Aurora is barrier to SLU-waterfront connection. This will be fixed. Thomas St connection will help. Anticipate 3-4k cycles on sunny weekends using Thomas St overpass.
- PL – This project needs to add connection from Roy ST south to Thomas St.
- Guest – Do you have any numbers for traffic on 15<sup>th</sup>? SB – We don't expect this project to increase traffic on 15<sup>th</sup>. But viaduct planning may increase traffic
- Pete Lagerway
  - Pro Walk/Bike was a big, great conference. 800 people.
  - Green Bike Lanes – 15 implemented.
    - There is confusion about them. But some confusion is okay, it wakes people up.
    - Common theme – where bikes and cars share the same space
    - Approach to intersection where bikes generally go straight and cars may turn.
    - Extends area of marked crosswalk.
    - Will be placing bike lane symbols on the green spaces and adding signage explaining what the lane is for. Fremont Bridge near interurban has an example of the sign minus the green bike lane.
    - JB – How durable are they? PL – Tested in truck yard for a year. It lasted well. First two weeks they shed. The downtown lanes were not implemented as well which led to more green debris.
    - BT – Cars on 2<sup>nd</sup> merge before the intersection, can we use green lanes in these situations? PL – good feedback. 2<sup>nd</sup> and 4<sup>th</sup> will be repaved soon (next year?) so there will be opportunity to redo these.
    - JF – I have been riding the lanes. Cars have not changed their behaviour. Perhaps cars can't see them due to slope or they are merging before the intersection. PL – We are also painting the lanes. The color green is in the nat'l guidelines. Green also lasts longer. Idea of adding reflectivity to green.
    - EB – Are there guidelines for rumble strip to warn cars? PL – most bicycles do not like these.
  - Last Nov 2007, BMP adopted. 400 miles of improvements. First 3 years, 90 miles of facilities will be installed.
    - 2007 – 20 miles installed
    - August, 2007 – prioritization criteria
    - 2008 – 35 miles will be installed by end of year
    - 55 miles in two years.
    - Most paid for by Bridging the Gap funds.
  - Prioritization Criteria handed out.
  - Guest – will economic issues impact the BMP implementation? PL – no. It's a levy. Guest – won't lower property taxes impact this? PL – This levy amount will not be affected.
  - BT – how does funding drive what's implemented? PL – Implementation can be from Complete Streets, such as repaving a street. Other projects funded by Bridging the Gap.
  - Last year the SBAB had 3 concerns
    - Shorter pieces were ranked higher than larger pieces. SBAB asked that short segments be grouped. This was done for 2009.
    - Connected system is the goal, rather than many disconnected pieces. For 2009, DOT will rank missing gaps higher.

- Geographic balance – Unfortunately there is more cycling and therefore crashes in the North End. For 2009, geographic areas isolated to pull out top 2 or 3 projects for each area.
- Prioritized Project list handed out.
  - Green – confident this will be in 2009
  - Blue – may be a slight difference from BMP, but will be done in 2009
  - Yellow – bigger challenges, will be delayed or not done
    - James & Cherry – too steep according to the SBAB
    - Fairview – part of South Lake Union project, will be delayed
    - Alaskan Way – delay, do as part of viaduct
    - S Jackson St – delay, study in progress re street car. King is parallel and will be done.
    - E Union – delay, will require a Capital project due to curvy nature
    - 23<sup>rd</sup> – delay, high transit, studies in progress
    - S Columbian Way – delay, likely a capital project
  - Projects at end will be used to balance as necessary.
  - Signage – 3 major routes will be signed this winter
  - 2010 – implementation will shift to connectivity and transitions from sharrows and lanes
  - Sharrows –
    - is a rationale, following federal guidelines
    - one way streets may have them on both side
    - sharrows are intended to guide cyclists over them
    - challenge is parking and bus lanes. Parking may change during the day.
- Outreach report (SC)
  - Dept of Neighborhoods is started to do neighborhood plans
    - 3 light rail stations, want to expand useable area of stations by increasing bike connections
  - Neighborhoods and DPD want training to understand SBAB concerns
    - Interested in Nov/Dec/Jan time frame
    - New WaMu tower not very bike friendly, this information shared with DPD. DPD reviewers want to know how to review with bikes in mind.
- Critical mass incident report from Seattle Likes Bikes
  - Various folks from all parties participated in meeting
  - Cascade told SPD that they are slow to respond and not satisfactory
  - King Co prosecutors office handling the case. Will go back to City prosecutor if KC does not file felony complaint.
  - Personal opinion is that it's too complicated to take to trial.
  - SPD has dealt with it for 10 years. Concerned about children. Distribute fliers. SPD take is that it's freedom of speech, will not block it if it's safe.
- Admin committee report (JB)
  - Contact spreadsheet added to links in Yahoo.
  - All new members have access to Yahoo group.
- Policy comm.. (JF)
  - Bridging the Gap oversight comm.. has an opening.
  - Asks board to provide thoughts on what the BTG should be doing. For example, should metrics be more intelligent?
  - Project Review –

- South Lake Union project – current proposal is to slim Valley and add bike lanes on both sides. Mercer will have good ped infrastructure.
- Surface Spokane St – 10 foot wide sidewalk will be bike/ped connection.
- Greenwood Ave N – project is adding curbs and ramps. BMP does not have any bike facilities. Ryan will speak with project manager.
- BT – Does Complete Streets pertain to Greenwood Ave N project? PL – CS means looking at BMP. If not in BMP, what makes sense for bicycles. This is a judgement call. On Greenwood there are parallel routes so there is no plan to add bike facilities on Greenwood. For example, Fremont will be a bike boulevard. The cost of bike lane will be high – front yards, sidewalks, planting strips.
- Guest – Will they pave the sides where it's currently gravel? PL – Yes, there will be curb and gutter.
- Proj. Mgr's have been cooperative.
- Next steps – look at projects as they are in 60% design phase.
- Ped Master Plan (SA absent, so no report)
- Freight (JB)
  - Presentations on West Mercer and street car.
    - Two lines rising to top of list – first hill Broadway, first ave international distr.
    - Prop 1 funding for First Hill/Broadway and viaduct mitigation funding for First Ave/International Distr.
    - They are not considering curb lane alignment.
    - East lake connection to U District is off the list of primary routes.
  - Wayfinding under West Seattle Brdg., Ballard Brdg going in by end of year.
  - Nickerson crosswalks – cross too many lanes – 3 will be taken out. Road diet will be brought to public comment.
  - East Marginal to Market – will be looked at next. Will be on bikeability tour.
- Freight committee should address concerns Freight has with 9<sup>th</sup> ave.
- SC – please send photos of bike parking issues. For example, signs must direct folks to bike parking that is not obvious. PL – Private parking lots do not want to advertise free bike parking. Be careful about mandating it, they may want to charge. SC – It is already mandated.
- Guest – How can we get bike racks in Westlake Center? PL – “historic parking” prevents bike racks. LP – Parks levy may redesign that park.

## MEETING ADJOURNMENT

- Adjourned at 8pm